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REPORT 1

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1. The Reni Commercial Harbor is located on the USSR side of the Danube, between Galati and Izmail, east of the Pruth River. The oil harbor has a frontage of two kilometers and is situated south-east of the town of Reni. (The attached sketch shows the layout of the oil harbor.)
2. There are approximately 500 to 600 workers in the oil harbor. Work continues 24 hours a day.
3. Approximately 400 to 500 tank cars, most of which have a 15-ton capacity, can be accommodated, either at the loading point (see No. 23 on attached sketch) or on the railroad lines inside the harbor area.
4. Most of the oil storage tanks in the harbor are filled with refined oil from Austria. The oil is loaded from the storage tanks into tank cars and delivered by train to the USSR (specific destination unknown).
5. The quantity of each oil shipment is calculated after it has been pumped into the storage tanks from the oil ships. There is always a shortage of two to three tank cars in each shipment. This deficiency has to be acknowledged and signed for by the ship's mate. These shortages are well known in Bucharest and do not cause disciplinary action, but complaints are lodged by the Soviet reception authorities.
6. The oil storage and unloading areas are surrounded by a stone wall, 3½ meters high. Normally, only Soviet and Rumanian sailors are allowed to enter these areas; sailors of other nationalities can enter only for a short time. The entire harbor area is guarded by Rumanian troops, clad

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in grey-green uniforms and armed with submachine guns (drum type). Guards are stationed at every watch tower, at the pumping station, and at intervals of 15-20 meters along the river bank. No Soviet guards were seen.

Attachment. Layout sketch of the oil harbor in Reni.

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Attachment

Layout Sketch of the Port of Reni

Legend

1. Railway guardhouses.
2. Entrance to the harbor.
3. Workers' billets.
4. Workers' canteen.
5. Harbormaster's office.
6. Stores.
7. Large warehouse, 50 x 30 meters in size, nine-story stone building. Considerable amounts of wheat and other crops are stored here. Exact quantities could not be determined because of the constant loading and unloading.
8. Open store for tools, materials, etc.
9. Slaughterhouse for workers' canteen.
10. Watchtowers.
11. Cranes for unloading oil.
12. Electric cranes.
13. Customs ship.
14. Loading wharves for seagoing vessels. Four tanker barges are loaded or unloaded simultaneously. These are connected to the seagoing craft in the order I, II, III, IV.
15. Electric conveyor for loading pyrites and bauxite.
16. Workshops.
17. Offices.
18. Machine shops. These buildings are partly underground.
19. Underground electric power station.
20. Regulating oil-store. The oil goes from here through pipelines to the tanks.
21. Pumping station, with a capacity of 70-80 tons of oil per hour. The station is steam-operated, with the ships that are being unloaded providing the steam.
22. Two tanker barges, with pontoons, which store oil for the underground power station (see 19 above).
23. Loader for rail tankers into which the oil is pumped from the storage tanks.

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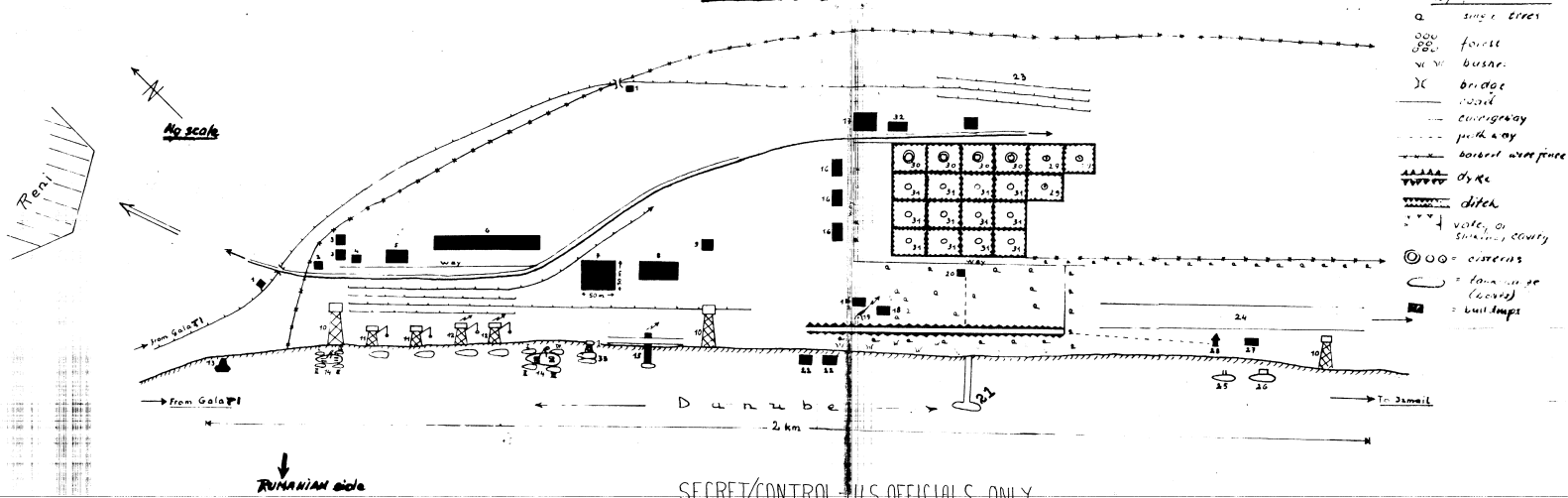
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Attachment

24. Ploughed space; this is a forbidden area, defended by signal flares and explosive mines.
25. Two electric pumps. Each can pump approximately 150 tons of oil an hour.
26. Pontoon ship, belonging to pumphouse (see No. 25 above), from which pumping is done.
27. Changing room for workers. The tools for the pipelines and reserve pipes are stored here.
28. Guardhouse.
29. Storage tanks, smaller than those described under Nos. 30 and 31.
30. Four storage tanks, partly underground, which were built about December 1951. Capacity of each is 650 rail tankers, i.e., ca. 650 x 15 = 9750 tons. These are cooled by water jets. Petroleum and oil are stored here.
31. Storage tanks for petroleum and different oils. Each holds 600 rail tankcar loads.
32. Stores.
33. Traveling crane.

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OIL HARBOUR in RENI



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